

REPORT
OF
THE DIRECTORS
OF THE
BOSTON AND MAINE RAILROAD
TO THE STOCKHOLDERS.

WEDNESDAY, SEPT. 14, 1859.

STRAWBOARDS

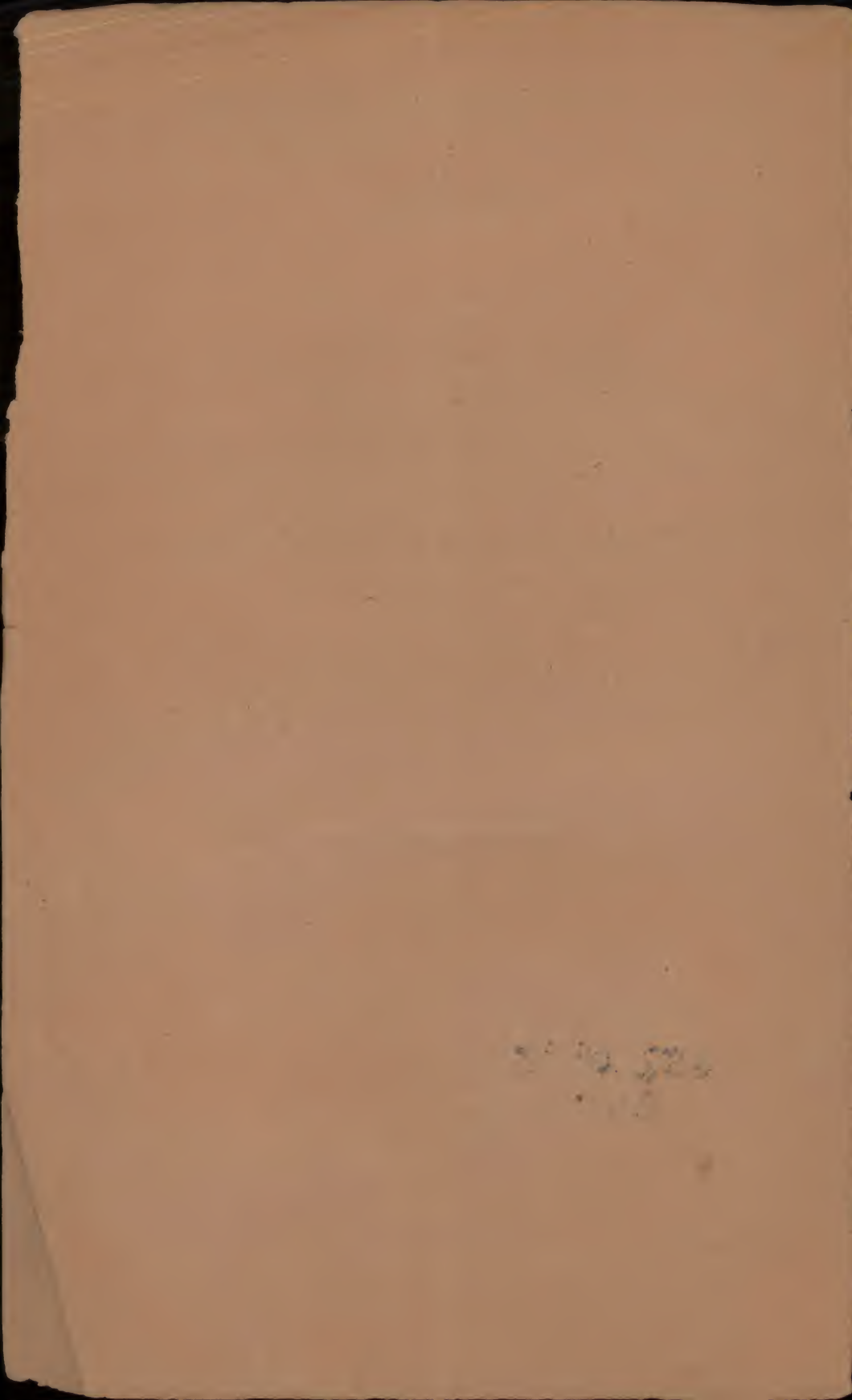
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TRANSCRIPT BUILDING,

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BOSTON AND MAINE RAILROAD.

Board of Directors,

ELECTED SEPTEMBER 8, 1858.

FRANCIS COGSWELL, Andover, Mass.

JAMES H. DUNCAN, Haverhill, Mass.

GEO. W. KITTREDGE, Newmarket, N. H.

DANIEL M. CHRISTIE, Dover, N. H.

PETER T. HOMER, Boston, Mass.

ISRAEL M. SPELMAN, Cambridge, Mass.

HENRY SALTONSTALL, Boston, Mass.

MAINE RAILROAD
VOLUME 10

ANNUAL REPORT.

To the Stockholders of the Boston and Maine Railroad:

IN making their usual Annual Report, the Directors will endeavor to exhibit to you the financial position of your Corporation; the result of its operations for the year ending May 31, 1859; and the general condition of your corporate property.

For the first time in its history are we able to say, with truth, that the Boston and Maine Railroad is free from debt. The indebtedness of fifty thousand dollars to the Commonwealth, which was the last of the *permanent loans*, so called, negotiated in the early stages of the Road, has been paid during the past year. That loan was made payable August 1, 1859, but the surplus funds in the treasury enabled us to cancel and pay it, more than ten months in anticipation of its maturity.

The number of shares sold, and upon which dividends have been declared, has not been increased since January, 1850, so that the capital stock is now, as heretofore, represented by 41,557 shares; from these was realized the sum of \$4,076,974 52. This is all that has been received for the construction and equipment of the Road, which has not been repaid by its earnings.

In former Reports the twenty years loans, amounting to \$150,000, for the security of which the road-bed and rolling stock were mortgaged to the Commonwealth of Massachusetts, were treated as capital; but as those loans are now paid from

Bureau of Railway Economics 2

the earnings of the Road, and all claims of the Commonwealth legally discharged, it is proper to represent the capital by the shares which have been sold. If those shares had all been disposed of at par, the actual amount of capital received from that source would have been - - - \$4,155,700 00
 But as the amount received was only - 4,076,974 52
 There was an actual loss on the sale of the
 shares, of - - - - - \$78,725 48

Looking at it, however, in the character of a liability, the capital stock, upon which dividends are made, is, in fact, \$4,155,700. The amount actually expended and charged into the account for the construction and equipment of the Road is \$4,215,365 85. This exceeds the amount received from the sale of shares, as above specified, by the sum of \$138,391 33. See Table E in the Appendix.

When the present Board of Directors undertook the responsibilities devolved upon them by your election, in 1856, there were numerous claims existing against the Road; some, of a definite and well ascertained, others, of a complicated and perplexing character. Much time and patience have been bestowed upon their adjustment, and, although it is not in our power to report a full settlement of all of them, yet it will appear, by the diminished number of cases in the list of claims in suit, that there has been a final disposition of much the greater part.

The amounts paid in discharge of the most important of those claims are as follows, viz:—

Paid the State Loan, due in 1857,	-	-	\$100,000 00
" " " " " " 1859,	-	-	50,000 00
" N. W. Hazen, land claim,	-	-	55,000 00
" Boston and Lowell Railroad,	-	-	28,000 00
" Connecticut and Passumpsic Rivers Railroad,	-	-	5,000 00
Amounting in all to	-	-	<u>\$238,000 00</u>

Neither of these items could be properly charged to the current expense account of operating the road; but they have all

been paid from its net earnings, without borrowing money and without omitting dividends.

At no time for the three past years has your treasury been destitute of funds. At all times we have been prepared to pay any liquidated claim upon the corporation. Its present pecuniary position is as favorable as ever. Abundant means are at our command to meet any anticipated emergency.

We have also been able, from time to time, to loan large sums of money with satisfactory security. It has been at our call when needed for dividends, or other purposes of the Road. The profits from that source have contributed, not a little, to swell the amount of interest specified in Table D.

Table C in the Appendix, which contains a statement of the Assets and Liabilities of your corporation, will show its true financial condition, so far as it can well be ascertained.

OPERATIONS OF THE ROAD.

The gross earnings are, as per Table D,	-	-	\$818,681 22
Expenses of every kind, including renewals, depreciations and improvements,	-	-	448,458 99
Net earnings,	-	-	\$370,222 23
Deduct $7\frac{1}{2}$ per cent in dividends,	-	-	311,677 50
Balance remaining,	-	-	58,544 73

For a disposition of this balance see Table E in the Appendix.

In the routine of the Road during the past year, no events of an unusual character have transpired. Its operations have been conducted harmoniously and successfully. In the gradual revival of business in the country, we have in some measure participated. Our receipts, although an advance upon those of the preceding, are not equal to those in former years. We confidently look for a continued increase in business, as the tide of prosperity swells and communicates a healthy impetus to every branch of industrial pursuits.

The severity of the weather, during the past winter, caused greater destruction to the rails and machinery of the corpora-

tion, than in the winter previous; yet our trains were run with great regularity and exactness.

We are not aware of any serious accident to person or property which can, in truth, be charged upon the negligence or misconduct of the servants of the Road.

EXTRAORDINARY ERECTIONS AND REPAIRS.

In almost every year there are more or less new structures, or unusual repairs upon the old. The cost of such we have invariably charged to the current expenses of the Road.

By enumerating these from year to year a double purpose is subserved; important information is communicated to the stockholders, and a general history of the various structures, and the important repairs upon them, is thus preserved in the annual reports of the Directors.

It was stated in our last annual report that new drawbridges, on an improved plan, had been erected over the passage-way for vessels through our pile structure in Charles River, north of the brick freight house. These have operated successfully and with perfect satisfaction. There are two bridges with two sets of tracks each; thus affording, at that point, double the accommodation in tracks that we had with the former draw.

A bridge of similar construction has been erected at the draw in Mystic River. Upon this there are two sets of tracks. It has been in successful and satisfactory operation since early last winter. The expense was about \$5,500.

Extensive repairs have also been made on the pile structures over Charles and Miller Rivers. They will be continued until the whole of the old covering shall have been thoroughly overhauled and renewed, above the action of the usual tides.

A new and additional turntable has been built for the use of the engines at the Island.

New side tracks and turnouts have been made in several places to facilitate the various business operations upon the Road.

A new wooden freight house, 300 × 43 feet in dimension,

with slated roof, has been built on Canal and Travers streets, involving an outlay of about \$4,500.

Extensive alterations and repairs have been made, at Great Falls, upon the engine house, passenger depot, and other buildings. These and many other improvements in repairs and new constructions have been charged into the current expenses of the past year.

We are now engaged in making extensive repairs, alterations and additions, upon the masonry and wood work of the bridge across the Merrimack River at Haverhill.

It has been the intention of the Directors to impress upon the various officers and employees the necessity of using every precaution, and employing all the means calculated to prevent accidents and to contribute to the comfort and safety of the travelling public.

Although this is undoubtedly true economy in the management of railroads, yet we trust that we have been actuated by motives more elevated than pecuniary considerations. The limbs and lives of human beings are too precious to be sacrificed at the shrine of profit, or for the want of due care and attention to the actual condition of the road-bed, bridges, machinery, &c.

When it is considered that we have, under our immediate control and supervision, ninety miles in length of railway in constant operation, thousands of wheels in daily use revolving with great velocity, that our passenger trains alone run more than one thousand miles daily, and that we have a body of employees, amounting to more than 500 in number, on whose immediate faithfulness the success of the enterprise depends, is it a matter of surprise that occasional accidents should happen? Is it not rather wonderful, that so much is accomplished with so few injuries to life, limb and property? And yet, of the accidents that do occur, how many are occasioned by the carelessness or recklessness of parties who are entirely disconnected with the operations of the Road.

FUEL.

This is a very important item in the economy of railroads. It is one which has, in years past, and will continue, in years to come, to engage the practical attention of railway managers, and it is one well worthy of their most attentive consideration.

In our Report of last year, it was stated that measures were adopted calculated to insure a greater economy in the consumption of wood. The anticipated result has been produced.

By referring to the Reports for several years past, you will find that the cost for fuel and water had risen to the amount of about \$120,000 per annum, in 1855 and 1856; and that the cost per mile run was nearly 21 cents.

The amount for fuel and water for the past year was \$63,093.12, and the cost per mile run was less than 12 cents.

This result has been produced by improved machinery, the greater care and skill bestowed in the use of wood, and from the diminished price paid for it.

Coal has been introduced on some roads with, apparently, good success. But sufficient experiment has not yet been made to verify results. Whether coal or wood shall prove the more economical depends wholly upon their relative cost.

On the sea-board, where wood bears a high price and coal is cheap, it may be great economy to burn coal; while in the interior, where wood is cheap and coal is dear, the former would prove the most economical.

It is to be borne in mind that our road can be supplied with wood cheaper than any other road leading out of Boston.

We, therefore, have chosen, in some measure, to remain *not uninterested* spectators of the experiments which other roads were making with coal, while, at the same time, we were experimenting in reference to the economical use of wood—a department, in which, as the event has demonstrated, there was great room for improvement.

We are, however, contemplating, during the ensuing year, to make more efficient trials, than we have heretofore done, in

burning coal in our locomotives. We hope to be able, at the close of another year, to report a satisfactory result. Several circumstances are to be considered in the experiments which have been made thus far.

In some of them, *only the coal consumed* in the operation is taken into the account. The amount of wood used in *getting up steam* is not stated. In other cases, where both coal and wood are charged, it is only the coal and wood *used for that purpose*. The large amount of wood used for other purposes upon the road, as also the expense of water, is not taken into consideration. Whereas, in our case, the whole expense of wood for all purposes, and water also, is put into one gross sum and divided by the number of miles run. This result is the cost per mile, as stated above.

Another matter of considerable moment is the relative expense of the repairs upon the engines. Sufficient time has not yet elapsed to show how much greater they will ultimately prove, where coal is used than where wood is used, as a fuel. In some instances coal has proved quite destructive to the fire boxes and flues. This may have arisen from want of skill in tending the fire—or in the construction of the fire boxes. It may not be, and probably is not, an inherent difficulty, such as cannot be overcome, by science and art. But, as yet, sufficient elements have not been furnished to solve the problem. In judging whether fuel is used on one road with greater economy than on another, a knowledge of the grades and the weight and velocity of the trains is very important. On our road it costs about twice as much per mile, to move our freight trains, as it does the common passenger trains.

Thus, it will be perceived, that very little reliance can be placed upon loose statements, frequently published in the periodicals of the day, as to the great economy of coal to be used as a fuel in locomotives.

While, on the one hand, we would not, in the least degree, discourage any attempts which may be made in reference to the economical management of railways, whether in fuel or

in other particulars, still we should be cautious in entering upon the numerous experiments which are constantly and perseveringly urged upon us by interested parties.

Coal has its important advantages. Time and science will overcome its great disadvantages. Then, and not till then, will the highest economical results be obtained in the department of fuel.

SUITS AND CLAIMS.

Three years ago, the claims upon this road were numerous and great. Of the suits then existing against us only three remain, viz:—

1. Ebenezer Smith.
2. Bartlett & Minot.
3. Augusta Water Power Co.

The first is a claim for damages in taking Mr. Smith's land between Canal street and the Old Canal in Boston. On the 4th of August, 1844, he, together with this Corporation, entered into arbitration bonds to refer the matter to a board of Referees, consisting of Hon. John M. Williams, George T. Bigelow, and J. P. Thorndike, Esquires. They, after a full hearing, made an award.

By the agreement, Mr. Smith was to take one half of the amount of his damages in stock at par, and had the option to take the whole amount in the same way.

The award, dated Feb. 8, 1845, was, that the Road should pay "Forty thousand dollars to said Smith pursuant to the terms and conditions in the bonds aforesaid contained, in full satisfaction and discharge of and for his land and damages aforesaid." A tender was made to him of \$20,000 in cash, and stock to the amount of \$20,000. Another amount of \$20,000, in stock, was at the same time tendered, and he was requested to make his election. Mr. Smith declined to do so, and refused to receive either money or stock.

This tender was made Feb. 14, 1845.

From that time to this, we have been and still are ready to

comply with the terms of the award on our part. Mr. Smith has treated it as a nullity, and has endeavored to obtain an assessment of damages, as though no award had been made.

The case has recently been submitted, on the naked question of the validity of the award. Should the decision of the Supreme Court be against us, the case will be open to such further proceedings as he may see fit to institute. But we do not contemplate any such result. We feel the utmost confidence that the decision of the tribunal, selected by the parties, (in this instance a most competent tribunal,) will be sustained, and that the award will be pronounced valid and binding upon them.

The claim of Bartlett and Minot is also for damages in taking about 290 feet of land bordering also upon said Canal. They agreed to sell the whole of the lot, of which this is a part, to the Road for \$20,000—or at the rate of about \$2.50 per foot. The money was tendered them, but they declined to fulfil their agreement. If the action should not be fully disposed of by the decision of certain law questions arising in the case, the matter of damages will be settled by the jury.

In both of these cases we have no alternative but to await, with patience, "the law's delay," until, in process of time, a result may be obtained in the final decision of our highest tribunal of justice.

The claim of the Augusta Water Power Co. is for about \$400 in specie, said to have been taken from the travelling carpet bag of the agent of that Company, on the way between Augusta and Boston, in the year 1848.

It is now before the Referee, Hon. E. R. Hoar, and his decision is expected soon.

These are the only suits pending in Suffolk County in which damages are claimed of this Corporation.

In Essex County, three cases are pending against us. Two are for personal injuries, in one of which there is a verdict in our favor. The third is a claim of small amount for lost merchandise.

The foregoing are the only claims for damages of any kind now in litigation, in this or any other State.

The claim of the Connecticut and Passumpsic Rivers Railroad, for contribution to dividends on guaranteed stock, growing out of a contract made in 1853, by that road with most of the roads between it and Boston, has been extinguished. The contract has been cancelled, and our liability to further contribution honorably discharged. The amount paid by us, viz., \$5,000, was considered our equitable proportion.

This was one of the "entangling alliances" referred to in the Report of the Committee of the Stockholders in 1855. An account of this contract is also given in the Annual Report of 1856.

The suit of the Boston and Lowell Road was against our Road, in connection with the Salem and Lowell and the Lowell and Lawrence Roads, to recover the receipts from the business between Lowell and Boston, of which the Lowell Road had a monopoly by its charter. It was a proceeding in Chancery, which had been pending many years. The expenses attending its litigation were great. An injunction had been issued, several years since, against the three roads, to prevent their further participation in this business.

The claim was large, and it might have resulted in a very large judgment against us. We proposed a negotiation, and the parties finally agreed upon the sum paid, viz., \$28,000.

It was considered a great relief, in which we feel confident the stockholders sympathized with us, to get rid of one of those old claims—of such uncertain magnitude—against this road.

CONNECTING ROADS.

One of the most difficult, as well as delicate duties which we have to perform, is to regulate our business relations with connecting railroads. The views of the managers of the Upper and Lower roads, so called, as to the manner in which the

receipts from their joint business should be divided, are often very wide apart. One party claims that the Lower roads are entitled to so much, only, as will reasonably pay for the expense of doing the business, without any view to profit. The other contends, that the Lower roads are entitled to all the earnings upon their respective roads. In this conflict of opinion, it is often difficult to agree. Our views of the justice of the claims of the Lower roads is fully stated in the last Annual Report. But it has been customary, and we have long been under the influence of that custom, to make an allowance, greater or less, according to surrounding circumstances.

Since our last Report, we have settled all matters of difference between this road and the Cochecho Railroad, and also with the Great Falls and Conway Railroad, and have formed business contracts with both of those Corporations.

We have also made a contract with the Boston and Lowell road and the Nashua and Lowell road, embracing their connecting roads from Salem to Lawrence. The principal object of this contract is to discourage any competition by one party for the business that legitimately belongs to the other party. Other matters are embraced in the contract, tending to assure either of the parties a fair proportion of the proceeds from all the business which is open to competition. Much has been said by interested parties in reference to this contract. But it is almost identical, in its provisions, with the contract which terminated at the time ours commenced, and it had the same object in view, precisely. The principal difference is, that the party, which has been foremost to declaim against this contract, was itself *then* one of the contracting parties. The contract is similar in its provisions, or has the same general object in view, that other contracts had, in which all the roads below Concord have at one time or another been parties. On one occasion they all united in the same, viz., the Quintuple contract.

The truth is, the business between railroads cannot be done without contracts. If such are made as have a tendency to

protect the interests of stockholders, other and rival roads will complain.

For more than two years previous to our contract, the Concord road, including the Manchester and Lawrence road, had a contract with the same parties with whom we have united. That contract was so framed as to make it for the direct interest of the Concord road to send all their freight and passengers by the Lowell line. The result was that an undue proportion of the business went that way to the detriment of the interests of this road, and to the benefit of the Concord, Manchester, and Lawrence roads. Those roads have professed great friendship for this road. This exhibition of it was duly appreciated by your Directors. And they felt bound, in order to protect the interests of your Corporation in the future, to enter, themselves, into a contract with the Lowell line. It was done with the full knowledge of the officers of the Concord road, after many months of mature consideration of the subject, in all its conceivable bearings, by your Directors, and with the hearty unanimity of the whole board. It has been in operation for several months, and it has been made a subject of discussion by interested parties in the periodicals of the day. We have, as yet, seen no cause to regret the deed, but are more and more confirmed in the wisdom of the policy which induced the execution of that contract.

For several years past we have been dissatisfied with the division of the receipts from the business done jointly with the Upper roads. When that business first commenced, on the opening of the Manchester road, such a division was made as was satisfactory to the parties. With that *proportionate* division we should have been content. But the Upper roads have, from time to time, advanced their rates. This it was perfectly right and proper they should do. The same thing was done on our road, and on most of the New England roads. Had they confined the advance to their local business there would not have been the same cause of complaint. But they advanced the rates of the through business, not only over

their own roads, but over ours also. Of this advance, without allowing us any portion of even the increased earnings on our road, we have complained. We have, for years, endeavored to induce the Upper roads to allow us a *part* of the proportionate share of the increase. Our complaints and solicitations were alike unheeded. In consequence of the open field of competition, we were powerless; and for the last two years and more, as before stated, the Concord and Manchester roads had an interest to send all their business by the Lowell line, even at our old rates. Any attempt, therefore, to insist upon an advance of rates—or to urge our just demands in other respects—was answered by a threat to drive all the business over the Lowell line. Prompted, therefore, by a sense of self respect, and by our duty alike to the stockholders and patrons of this road, we did not hesitate to avail ourselves of the first moment, in which we had the power, to insist upon a more equitable division of the joint receipts. We did so. The Concord road, which has heretofore, in a contest with the roads above Concord, successfully contended for the principle which we advocate—that each corporation is entitled to the earnings on its own road—is unwilling to allow what we deem to be only our fair ratable proportion. We have, therefore, agreed upon a reference to settle the various questions pending between us in regard to our business connections. We hope and trust that all matters may be adjusted with the Upper roads in a friendly spirit of accommodation. It is the sincere wish of this Road—as it is the interest of all railroads—to be at peace. We have been liberal—in many instances too liberal in our business connections with other roads. It is true, that the gross amount received from the business of all our connecting roads is, in the aggregate, a large sum. But the duty performed, and the capital expended for the accommodations afforded, and the risks undertaken, are also *very* large. The net profits from that business are smaller in comparison with the same amount of business originating on the line of our own road.

The history of our relations with the Danvers railroad, and our connection with the Newburyport railroad, was fully given in the Report of the Committee of Stockholders in 1855. The contracts, also, between those roads and this road, are therein printed. The subject has been referred to and commented upon in several of the Annual Reports since these contracts were entered into, in May, 1853. The business connections between us and those roads, resulting from these contracts, and from the operation of the special act of the legislature of Massachusetts, have been not a little complicated; and time does not make them less so. The consequence is, that a brisk competition is kept up where none ought to exist. This largely increases the expenses and diminishes the receipts of all the roads. Considering these difficulties, and our large pecuniary interest in these roads, it would seem to be advantageous to this Corporation if the residuary interest of the Danvers road could be extinguished, and an arrangement made with the Newburyport road, which would add to the net receipts of all the roads, without diminishing the accommodations of the public.

It is believed that such an arrangement might be made, and, so far as necessary, sanctioned by the legislature, provided the stockholders would give the requisite authority to their Directors to conclude it on the part of this Company. This is an important subject. We commend the careful and candid consideration of it to the stockholders.

The Portland, Saco and Portsmouth road, whose interests are identical with ours, by reason of the tripartite contract, continues to earn sufficient to pay the stated dividends of six per cent., guaranteed to it by this road, in conjunction with the Eastern road. The road bed has been much improved, and appears to be in good condition. Its pecuniary position is better than for several years past. It is expected that, with returning prosperity in business, it will again be able to make dividends of its surplus to this and the Eastern roads.

TREASURER'S ACCOUNTS.

This subject was a matter of some discussion at the last Annual Meeting. As the stockholders did not direct any other or different mode of investigation than had previously been practiced, the Directors pursued their former method in examining the accounts. Regular monthly examinations have been made, under the direction of the President, by Mr. J. S. Eaton, an officer entirely independent of the Treasurer. The Standing Committee of the Directors, in addition to their own frequent personal examinations, employed a faithful and trustworthy accountant, one well known to be skilful in that branch of business. Between two and three months were spent by him in diligent labor. He has made a detailed statement in his Report of everything necessary to a full understanding of the condition of the Treasury department.

It is satisfactory to learn from that Report that not a single error or mistake, clerical or otherwise, was detected in any particular. It speaks well for the accuracy and efficiency of that department, which has been managed for a long time by its present head, with general acceptance and ability.

Several extracts from this Report, together with the Report of Mr. Eaton, will be found in the Appendix.

The present Board of Directors, in presenting to you this their Third Annual Report, cannot but express their grateful sense of your kindness and confidence, manifested by two re-elections with great unanimity. They feel gratified that they have been able to present to you on the present occasion a statement of the condition of your property so favorable. They hope it will be satisfactory to the stockholders.

The longer they have been connected with the management of this road the more confidence they have in its value as an investment. They rejoice with you to see it restored to its former position as a par stock in the market, and that it has yielded more generous dividends. We see nothing in the fu-

ture to impair your confidence in the value of your stock. The Directors would be ungenerous, as well as unjust, did they fail to bear cheerful testimony to the ability, faithfulness, and zeal which have characterized the conduct of the officers and employees of this Corporation during the past year. Their merits deserve to be duly appreciated by the stockholders.

In conclusion, we would record, with gratitude to a kind Providence, our exemption from those startling accidents which are so well calculated to fill every heart with horror and dismay. We fervently pray that your Directors, at the close of another year, may be able to record a similar exemption.

All which is respectfully submitted.

By order of the Board,

F. COGSWELL, *President.*

Boston, August 17, 1859.

APPENDIX.

\$4,737,626 32

For Year ending May 31, 1859.

Cr.

CAPITAL STOCK Acc't—

Received from sale of 41,557 shares,	-	-	\$4,076,974 52
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LIABILITIES—

Tax bills, (estimated)	-	-	-	5,956 87	
Trusted wages,	-	-	-	54 85	
Uncalled-for wages,	-	-	-	407 88	
Old dividends,	-	-	-	4,581 10	
Sundry accounts,	-	-	-	5,367 74	
Danvers Railroad Rent acc't,	-	-	-	1,305 00	
Boston, Conc. and Montreal Railroad, monthly acc't,				3,323 42	
Concord, Manch. and Law.	do.		do.	5,338 43	
Concord and Claremont	do.		do.	417 03	
Cochecho	do.		do.	2,055 12	
Contoocook River	do.		do.	271 68	
Conn. and Passumpsic Rivers	do.		do.	830 15	
Eastern	do.		do.	16,692 24	
New Hampshire Central	do.		do.	80 26	
Northern	do.		do.	376 09	
Portsmouth and Concord	do.		do.	990 37	
Portland, Saco and Portsmouth	do.		do.	2,953 21	
South Reading Branch	do.		do.	6,070 18	
Vermont Central	do.		do.	2,086 56	
					59,158 18
Dividend payable July 1, 1859,	-	-	-	-	166,228 00
Danvers Railroad Sinking Fund,	-	-	-	-	6,333 83
General Reserve acc't, being undivided earnings to date, as described in Table E,	-	-	-	-	428,931 79

For liabilities not yet adjusted, see Table C.

\$4,737,626 32

B.

*Statement of Capital Stock and Construction Accounts,
May 31, 1859.*

CAPITAL.

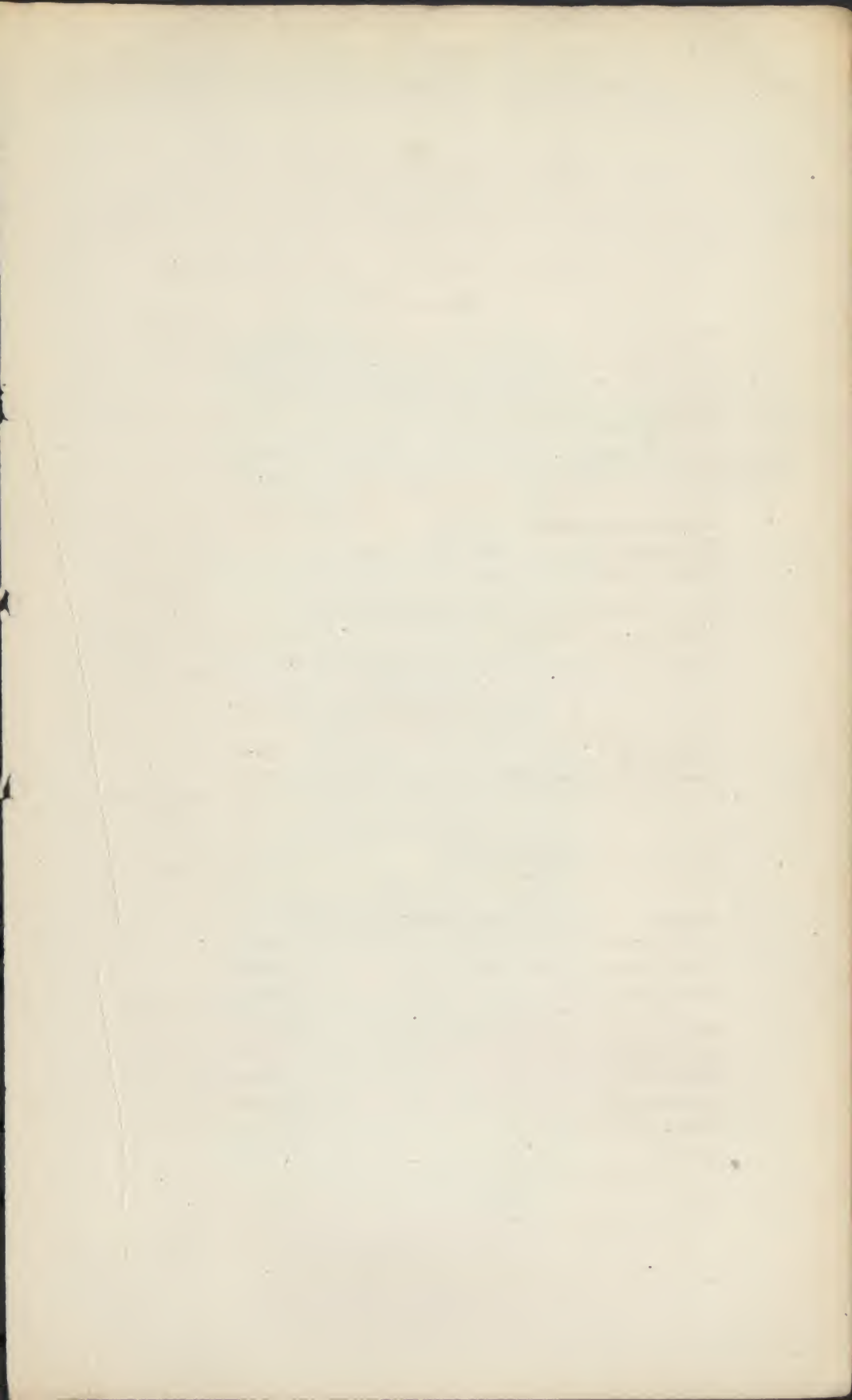
Received from sale of 41,557 shares,	-	-	-	\$4,076,974 52
			

CONSTRUCTION.

Graduation and masonry,	-	-	-	-	882,067 40
Wooden bridges,	-	-	-	-	371,468 55
Superstructure, including iron,	-	-	-	-	984,523 89
Stations, buildings, fixtures and furniture,	-	-	-	-	520,722 78
Land, land damages and fences,	-	-	-	-	815,837 29
Engineering and other expenses,	-	-	-	-	272,388 94
					<hr/> 3,847,008 85

EQUIPMENT.

Locomotives,	-	-	-	-	173,780
Passenger and baggage cars,	-	-	-	-	60,695
Merchandise cars,	-	-	-	-	133,882
					<hr/> 368,357 00
Total cost of Road and Equipment,	-	-	-	-	<hr/> \$4,215,365 85



C.

*Statement of Assets available for the payment of Debts,
May 31, 1859.*

Cash,	-	-	-	-	-	\$30,633 88	
Notes receivable,	-	-	-	-	-	117,545 55	
Freight bills, &c.,	-	-	-	-	-	26,734 79	
Rent bills,	-	-	-	-	-	631 67	
U. S. Post Office Department,	-	-	-	-	-	1,800 00	
Sundry accounts,	-	-	-	-	-	5,889 36	
Rent acc't, Methuen Branch,	-	-	-	-	-	4,400 00	
Great Falls and Conway Railroad acc't for May,	-	-	-	-	-	488 98	
Lowell and Lawrence	do.	do.	do.	-	-	201 21	
Newburyport	do.	do.	do.	-	-	650 99	
Salem and Lowell	do.	do.	do.	-	-	52 79	
							189,029 22
Boston and Maine Railroad stock, 500 shares bought as investment of surplus,	-	-	-	-	-	50,000 00	
Danvers Railroad bonds, endorsed by us, taken at par,	-	-	-	-	-	65,000 00	
" " " " " bought as investment for sinking fund,	-	-	-	-	-	6,000 00	
Danvers Railroad land damage account, secured by their bonds,	-	-	-	-	-	258 08	
Great Falls and Conway Railroad bonds,	-	-	-	-	-	20,000 00	
							141,258 08

All other Assets.

Newburyport Railroad bonds, at \$90,	-	-	-	-	-	15,210 00	
" " account,	-	-	-	-	-	10,995 40	
" " notes,	-	-	-	-	-	60,545 55	
Manchester and Lawrence Railroad, Methuen Br. and Quintuple Contract accounts,	-	-	-	-	-	13,041 09	
White Mountain Railroad bonds,	-	-	-	-	-	1,100 00	
Sundry Freight bills,	-	-	-	-	-	3,525 96	
							104,418 00
Wood, amount on hand,	-	-	-	-	-	29,895 35	
Oil, do.	-	-	-	-	-	371 46	
Waste, do.	-	-	-	-	-	155 00	
Car-Shop stock, do.	-	-	-	-	-	11,860 56	
Engine-Shop stock, do.	-	-	-	-	-	10,514 60	
Iron rails, do.	-	-	-	-	-	22,545 00	
Ties, fence boards, &c., do.	-	-	-	-	-	4,214 69	
Coal, do.	-	-	-	-	-	2,846 20	
Stock in Steamer Daniel Webster,	-	-	-	-	-	5,152 31	
							87,555 17

*Liabilities May 31, 1859, including Dividend due
July 1, 1859.*

Tax bills, (estimated)	-	-	-	-	\$5,956 87
Trusted wages of employees,	-	-	-	-	54 85
Unpaid do. do.	-	-	-	-	407 88
Old dividends,	-	-	-	-	4,581 10
Sundry bills due on demand,	-	-	-	-	5,367 74
Rent acc't, Danvers Railroad,	-	-	-	-	1,305 00
Boston, Conc. and Montreal Railroad monthly acc't,					3,323 42
Concord, Man. and Lawrence do. do.					5,338 43
Concord and Claremont do. do.					417 03
Cochecho do. do.					2,055 12
Contoocook River do. do.					271 68
Conn. and Passumpsic Rivers do. do.					830 15
Eastern do. do.					*16,692 24
New Hampshire Central do. do.					80 26
Northern do. do.					376 09
Portsmouth and Concord do. do.					990 37
Portland, Saco and Portsmouth do. do.					2,953 21
South Reading Branch do. do.					6,070 18
Vermont Central do. do.					2,086 56
					59,158 18
Dividend payable July 1, 1859,	-	-	-	-	166,228 00
Danvers Railroad Sinking Fund,	-	-	-	-	6,333 83
					231,720 01
Total ascertained liabilities,	-	-	-	-	

Liable as endorsers on \$125,000 Danvers Railroad bonds,
(71,000 of which are owned by this road.)

Suits against the Road.

Eben. Smith, for land in Boston, taken in 1844,	-	-	40,000 00
Bartlett & Minot, for land damages in Boston in 1844.			
Augusta Water Power Company, for money lost in transportation in 1848.			
Isaac Fletcher for personal injury in 1852. Suit commenced in 1858.			
Amasa Seaver, for personal injury. Verdict for the Road.			
George J. Thornton, for lost freight.			

* This is balance due on account of division of business. We have unadjusted land claims in offset, which are not yet entered specifically in our accounts.

D.

*Statement of Earnings and Expenses, for Year ending May
31, 1859; Miles run, &c.*

EARNINGS.

Passengers,	-	-	-	-	-	\$465,181 09
Freight,	-	-	-	-	-	327,668 27
Rents,	-	-	-	-	-	7,076 09
Mails,	-	-	-	-	-	9,616 57
Interest,	-	-	-	-	-	9,139 20
						<hr/>
						818,681 22

EXPENSES.

RUNNING EXPENSES.

Repairs road,	-	-	-	-	-	69,963 20
“ bridges,	-	-	-	-	-	18,334 00
“ fences, gates, &c.,	-	-	-	-	-	2,863 25
“ station buildings, fixtures and furniture,	-	-	-	-	-	20,193 83
“ locomotives,	-	-	-	-	-	28,440 34
“ passenger and baggage cars,	-	-	-	-	-	10,384 69
“ merchandise cars,	-	-	-	-	-	8,464 90
“ gravel cars,	-	-	-	-	-	208 38
Removing ice and snow,	-	-	-	-	-	853 53
Switchmen, gatemen, &c.,	-	-	-	-	-	19,128 81
Passenger expenses,	-	-	-	-	-	56,127 74
Freight expenses,	-	-	-	-	-	56,545 11
Wood,	-	-	-	-	-	48,905 43
Sawing wood and pumping water,	-	-	-	-	-	14,187 69
Oil,	-	-	-	-	-	6,305 55
Waste,	-	-	-	-	-	1,569 30
Horse power,	-	-	-	-	-	9,233 37
Damages and gratuities,	-	-	-	-	-	7,368 79
Coal for locomotives,	-	-	-	-	-	250 00
						<hr/>
						379,327 91
						<hr/>
						439,353 31

OTHER EXPENSES.

General expenses, being salaries, law expenses, &c.	17,387 27	
Taxes, (estimated),	- - - -	11,833 27
Insurance,	- - - -	2,975 07
Rent of Danvers Railroad,	- - - -	7,500 00
		<hr/>
		39,695 61
		<hr/>
Net, after deducting expenses,	- - - -	399,657 70
Charged for renewals of iron,	- - - -	21,845 47
“ for depreciation of locomotives and cars,		7,590 00
		<hr/>
		29,435 47
		<hr/>
Net, after deducting expenses and depreciation and iron,		\$370,222 23

Miles run by passenger trains,	-	-	-	-	-	348,993
“ “ freight “	-	-	-	-	-	173,949
“ “ wood “	-	-	-	-	-	752
“ “ gravel “	-	-	-	-	-	6,055
“ “ extra “	-	-	-	-	-	3,545
Total miles run,	-	-	-	-	-	533,294

Number of passengers carried in the cars, including passengers to and from other roads,	-	-	-	-	-	1,545,912
Number of passengers carried one mile, including passengers to and from other roads,	-	-	-	-	-	23,086,305
Number of passengers carried to and from other roads,	-	-	-	-	-	248,758
do. do. do. do. one mile,						7,805,979
Number of tons of merchandise carried in the cars, including merchandise to and from other roads,	-	-	-	-	-	267,369
Number of tons of merchandise carried one mile, including merchandise to and from other roads,	-	-	-	-	-	7,496,896
Number of tons of merchandise carried to and from other roads,	-	-	-	-	-	100,256
do. do. do. do. one mile,						2,704,128
Freight carried for use of the road,	-	-	-	-	-	337

Express Trains, and where run :

One to Andover.

Two to Reading.

Three from South Reading to Boston.*

Two from Boston to South Reading.*

* Four of these Express Trains between Boston and South Reading are Newburyport Trains, run by direction of the Legislature.

E.

Statement of Undivided Earnings, May 31, 1859.

Balance as per Report of May 31, 1858,	-	-	-	\$416,310 03
Earned this year, over expenses, &c., as per Table D,	370,222	23		
Deduct two dividends, 7½ per cent.	-	-	311,677 50	
Earned this year, over dividends, expenses and depreciation,				<u>\$58,544 73</u>
				\$474,854 76

ADD

Surplus of old appropriation for outstanding law bills, all said bills having been adjusted,	-	-	-	-	2,216 77
					<u>477,071 53</u>

DEDUCT

Amount allowed Great Falls and Conway Railroad,	5,995 38				
“ paid Boston and Lowell Railroad,	-	28,000 00			
“ paid Conn. and Passumpsic Railroad,	-	5,000 00			
“ allowed Cochecho Railroad,	-	9,144 36			
Being amounts allowed in settlement of old claims,					<u>48,139 74</u>
Balance, May 31, 1859,	-	-	-	-	428,931 79

The above balance is in the following, viz.:—

“ Available Assets,” (balance after deducting ascertained liabilities, as per Table C,) - - - - -	98,567 29
“ All other Assets,” (as per Table C,) - - - - -	104,418 00
Wood, stock, &c., - - - - -	87,555 17
Construction and equipment, (cost over amount received from sale of shares,) - - - - -	<u>138,391 33</u>
	428,931 79

F.

Comparative Statement of Earnings and Expenses.

EARNINGS.

	YEAR ENDING MAY 31, 1858.	YEAR ENDING MAY 31, 1859.
Passengers, - -	\$461,001 13	\$465,181 09
Freight, - - -	278,497 30	327,668 27
Rents, - - - -	9,748 64	7,076 09
Mails, - - - -	9,474 45	9,616 57
Interest, - - -	12,080 45	9,139 20
	<u>770,801 97</u>	<u>818,681 22</u>

EXPENSES.

Repairs road, - - -	71,548 25	69,963 20
“ bridges, - - -	17,928 02	18,334 00
“ fences, &c. - - -	2,724 56	2,863 25
“ stations, &c. - - -	11,471 08	20,193 83
“ locomotives, - - -	27,105 75	28,440 34
“ pass. and bag. cars, -	8,635 96	10,384 69
“ merchandise cars, -	12,216 09	8,464 90
“ gravel cars, - - -	123 52	208 38
Removing ice and snow, -	162 98	853 53
Switchmen, gatemen, &c.,	19,595 18	19,128 81
Passenger expenses, - -	57,953 80	56,127 74
Freight “ - - - -	53,087 94	56,545 11
Wood, - - - - -	75,234 13	48,905 43
Sawing wood and pumping		
water, - - - - -	14,562 60	14,187 69
Oil, - - - - -	7,110 44	6,305 55
Waste, - - - - -	1,675 85	1,569 30
Horse power, - - - -	9,525 00	9,233 37
Damages and gratuities, -	9,627 69	7,368 79
General expenses, - - -	14,964 80	17,387 27
Taxes, - - - - -	11,685 00	11,833 27
Insurance, - - - - -	2,603 05	2,975 07
Danvers Railroad rent, -	7,500 00	7,500 00
Coal for locomotives, - -	757 98	250 00
	<u>437,799 67</u>	<u>419,023 52</u>
Net, after deducting expenses,	333,002 30	399,657 70
Deprec'n of locom. and cars, -	9,534 00	7,590 00
Renewals of rails, - - -	17,966 76	21,845 47
	<u>27,500 76</u>	<u>29,435 47</u>
	<u>\$305,501 54</u>	<u>\$370,222 23</u>
Miles run,	503,747	533,294

G.

*Exhibit of Locomotives and Cars owned by the Boston and
Maine Railroad, May 31, 1859.*

LOCOMOTIVES.

Names.	Weight.	Diameter of driver.	Diameter of cylinder.	Length of stroke.	Valua- tion.
Antelope,	13 tons,	5 ft. 6 in.	11½	22 in.	\$2500 00
Bangor,	19	5 6	14½	18	5000 00
Boston,	19	5	14½	18	5200 00
Bay State,	22	5 6	14½	20	5500 00
Ballardvale,	19	5	14½	18	5000 00
Cochecho,	12	5	12	16	2500 00
Dragon,	14	4 6	12	20	5000 00
Dover,	24	4 6	15	20	6000 00
Exeter,	24	4 6	15	20	6000 00
Essex,	24	5 6	15	18	6300 00
Granite State,	22	5 6	14½	20	5800 00
Hinkley,	23	5 6	15	20	6500 00
Lawrence,	22	5	15	18	5800 00
Massachusetts,	19	5 6	14½	18	5200 00
Maine,	25	3 10	16½	20	7000 00
Malden,	13	5 6	16½	20	2000 00
New Hampshire,	25	3 10	16½	20	6800 00
Norris,	20	5 6	14	22	6000 00
Ogiochook,	19	5	14	18	4800 00
O. W. Bailey,	23	5 6	15	20	6500 00
Portland,	13	5 3	11½	20	2000 00
Reading,	13	5 6	11½	20	2000 00
Rockingham,	24	4 6	15	24	7300 00
Vermont,	23	4 6	15	20	5200 00
Swampscot,	14	4 6	13½	20	4200 00
United States,	24	5	15	24	7300 00
Merrimack,	25	5 6	16	20	7800 00
Thomas West,	25	5 6	16	20	7800 00
Atlantic,	25	5 6	15	22	7800 00
Pacific,	25	5 6	15	22	7800 00
Lanterns,	-	-	-	-	2180 00
Cattle Guards,	-	-	-	-	1000 00
Snow Ploughs,	-	-	-	-	5000 00
Two spare Tenders,	-	-	-	-	1000 00

\$173,780 00

PASSENGER CARS.

No. 9,	1 First Class,	56 seats,	\$525 00
10,	1 do.	60 "	800 00
11,	1 do.	64 "	675 00
12,	1 do.	64 "	900 00
13,	1 do.	60 "	1100 00
14,	1 do.	64 "	1125 00
15,	1 do.	60 "	1125 00
16,	1 do.	60 "	1200 00—saloon.
17,	1 do.	60 "	875 00
18,	1 do.	60 "	1000 00
19,	1 do.	60 "	1000 00
21,	1 do.	44 "	850 00—with baggage room.
22,	1 do.	60 "	1125 00
23,	1 do.	60 "	1725 00—saloon.
24,	1 do.	60 "	1425 00—saloon.
25,	1 do.	60 "	1375 00
26,	1 do.	60 "	1675 00—saloon.
27,	1 do.	44 "	1100 00
28,	1 do.	72 "	1675 00
29,	1 do.	60 "	1450 00
30,	1 do.	60 "	1450 00
31,	1 do.	60 "	1500 00
32,	1 do.	72 "	2000 00—saloon.
33,	1 do.	56 "	1275 00—baggage apartment.
34,	1 do.	44 "	1100 00
35,	1 Second Class,	32 "	875 00—baggage apartment.
36,	1 First Class,	44 "	1125 00
37,	1 do.	44 "	1125 00
38,	1 do.	60 "	1425 00
39,	1 do.	60 "	1325 00
40,	1 do.	60 "	1325 00
41,	1 do.	60 "	1400 00—saloon.
42,	1 do.	60 "	2125 00—saloon.
43,	1 do.	60 "	1650 00
44,	1 do.	60 "	1650 00
45,	1 do.	60 "	2075 00—saloon.
46,	1 do.	60 "	1975 00
47,	1 do.	60 "	2350 00—saloon.
<hr/>			<hr/>
38			\$50,475 00

BAGGAGE CARS.

No. 6,	1	4-wheel,	for passenger baggage,	valued at	\$70 00
7,	1	4 "	do. do.	- -	70 00
8,	1	4 "	do. do.	- -	80 00
9,	1	8 "	do. do.	- -	925 00
10,	1	8 "	do. do.	- -	200 00
11,	1	8 "	do. do.	- -	600 00
12,	1	8 "	do. do.	- -	725 00
13,	1	8 "	do. do.	- -	850 00
14,	1	8 "	do. do.	and mails,	850 00
15,	1	8 "	do. do.	do.	900 00
16,	1	8 "	do. do.	do.	900 00
17,	1	8 "	do. do.	do.	1050 00
18,	1	8 "	do. do.	do.	1300 00
19,	1	8 "	do. do.	do.	1300 00
45 Car Stoves and Fixtures,	-	-	-	-	400 00
					<hr/> 10,220 00

FREIGHT CARS.

111 Long Box Cars,	-	-	-	-	45,340 02
10 Short do.	-	-	-	-	1,780 00
132 Long Platform Cars,	-	-	-	-	46,627 00
78 Short Cars,	-	-	-	-	12,382 00
50 Dumping Brick Cars,	-	-	-	-	9,500 00
30 " Coal "	-	-	-	-	7,140 00
20 " Gravel "	-	-	-	-	1,320 00
7 Old Platform Short Cars,	-	-	-	-	385 00
11 Cars for moving wood,	-	-	-	-	330 00
31 " " rails and sleepers,	-	-	-	-	620 00
4 " " moving stone, &c.	-	-	-	-	100 00
1 Dump Car for grading,	-	-	-	-	65 00
22 Hand Cars,	-	-	-	-	1,430 00
Side Boards for ice, coal and brick cars,	-	-	-	-	400 00
20 Short Box Cars, for ice, coal, &c.	-	-	-	-	5,940 00
5 do. do. do. not finished,	-	-	-	-	522 98
					<hr/> 133,882 00

RECAPITULATION.

Locomotives,	-	-	-	-	173,780 00
Passenger Cars,	-	-	-	-	50,475 00
Baggage Cars,	-	-	-	-	10,220 00
Freight Cars,	-	-	-	-	133,882 00
					<hr/> 368,357 00

H—No. 1.

Receipts from Passengers Monthly, at each Depot and Station, and Rents, Mails, &c., for year ending May 31, 1859.

	1858. June.	July.	August.	Sept.	Oct.	Nov.	Dec.	1859. Jan.	Feb.	March.	April.	May.	Total.
Boston, -	6,014 34	7,429 60	6,895 03	6,341 62	6,049 37	5,643 57	4,520 78	4,023 50	4,071 22	5,221 17	6,187 10	5,905 17	68,302 47
Somerville, -	126 81	129 35	143 69	112 77	98 12	78 88	79 65	68 18	65 02	87 86	87 21	81 11	1,158 65
Medford, -	281 20	366 95	297 17	185 30	150 04	162 68	124 00	115 30	97 92	117 58	169 32	156 68	2,224 14
Malden, -	515 77	403 77	257 23	261 42	227 60	248 63	230 64	188 53	198 04	198 95	235 60	216 12	3,182 30
Weymouth, -	167 43	185 19	113 23	-	-	-	42 80	58 39	60 42	83 95	83 69	81 68	876 78
Melrose, -	289 24	307 63	231 58	159 17	172 62	140 13	115 19	96 48	126 10	121 76	139 33	166 97	2,066 20
Stoneham, -	352 28	457 92	273 44	186 20	178 67	188 63	164 92	141 03	172 00	182 38	187 70	227 83	2,713 00
South Reading, -	468 10	599 89	546 21	495 75	440 39	427 03	361 96	317 02	302 98	383 91	466 45	477 62	5,287 31
Reading, -	506 93	630 10	577 20	502 97	495 15	549 29	445 35	384 43	366 10	462 54	498 64	456 81	5,875 51
Wilmington, -	68 21	96 85	68 32	65 01	68 42	76 50	87 82	65 21	69 12	80 27	71 19	82 51	899 43
Ballardvale, -	130 54	164 49	133 05	143 13	116 97	152 38	121 10	125 02	97 07	137 18	175 29	163 21	1,659 43
Andover, -	760 46	1,060 51	1,189 32	921 16	780 50	916 67	668 81	600 06	588 12	841 43	717 55	795 94	9,840 53
South Lawrence, -	676 21	883 32	944 83	1,059 61	999 31	748 73	634 34	508 05	632 43	707 15	905 63	811 45	9,511 06
North Lawrence, -	1,181 96	1,390 43	1,292 54	1,469 70	1,390 74	1,029 51	858 14	858 14	1,043 17	1,292 85	1,299 02	1,274 35	14,659 00
North Andover, -	244 16	360 31	385 80	325 93	326 32	277 90	214 39	205 07	201 86	260 20	292 54	245 47	3,349 95
Bradford, -	173 68	265 17	262 24	249 59	318 06	220 83	139 92	121 36	120 67	163 50	206 42	209 42	2,450 86
Haverhill, -	1,296 34	1,835 47	1,648 45	1,924 25	1,976 24	1,501 58	1,339 08	1,334 47	1,661 50	1,669 74	1,849 93	1,649 10	19,686 15
Atkinson, -	95 44	119 23	159 66	188 31	160 97	147 29	93 32	104 91	102 59	118 39	118 93	125 88	1,534 92
Plaistow, -	83 55	85 67	87 49	136 42	160 49	80 08	57 89	74 54	76 43	96 37	118 55	91 67	1,159 15
Newton, -	72 51	104 85	109 58	172 82	182 50	81 12	64 38	68 98	85 52	117 62	106 38	98 04	1,264 30
East Kingston, -	179 74	179 57	228 47	304 66	333 68	205 54	145 44	156 26	147 35	186 49	210 74	186 32	2,454 26
Exeter, -	735 47	831 42	950 51	1,093 73	1,033 64	774 95	610 24	491 05	528 54	733 65	866 34	770 59	9,420 13
South Newmarket, -	115 95	149 32	166 09	161 52	164 43	151 10	121 26	80 18	92 07	161 89	126 38	138 02	1,628 21
P. and C. Junction, -	194 04	268 43	372 90	360 93	421 98	321 42	185 59	205 85	161 26	240 43	218 38	293 78	3,244 99
Newmarket, -	353 89	393 14	411 14	429 35	437 40	313 96	325 32	259 36	301 01	439 79	392 81	347 40	4,404 57

Durham, -	-	119 42	126 51	148 72	205 38	164 45	132 48	124 14	109 50	90 38	166 42	154 22	111 50	1,653 12
Dover, -	-	1,116 77	1,153 09	1,437 03	1,505 59	1,637 17	1,308 23	921 70	852 01	757 46	1,219 49	1,029 02	1,019 68	13,957 24
Great Falls, -	-	738 79	754 55	967 41	1,168 33	787 14	657 77	575 57	447 71	594 56	716 75	779 60	757 34	8,945 52
Salmon Falls, -	-	175 15	253 42	303 96	437 31	306 19	219 93	182 14	149 47	173 19	214 97	249 43	219 92	2,885 08
S. B. Junction, -	-	15 55	20 70	34 20	40 95	47 83	21 89	16 36	12 45	12 22	19 07	9 78	13 77	264 77
Total Local,	-	17,259.93	21,006.85	20,646.49	20,608.88	19,622.24	16,879.93	13,743.61	12,222.51	12,996.32	16,443.75	17,953.17	17,175.35	206,559 03
Commutation, -	-	15,883.06	2,282.05	2,451.66	16,741.80	3,108.41	2,953.96	14,267.93	2,992.81	2,950.42	15,783.39	3,788.99	3,654.15	86,858 63
Conductors, -	-	3,058.42	3,481.70	3,038.04	3,175.74	3,477.97	3,063.78	2,936.27	2,672.61	2,630.56	3,549.33	3,675.00	3,776.99	38,596 41
Connecting Roads, -	-	10,125.36	12,682.84	16,258.42	15,356.04	11,956.26	10,905.44	9,254.16	8,193.66	7,617.20	10,887.64	11,204.89	10,830.20	135,272 11
Total Passengers,	-	46,326.77	39,453.44	42,394.61	55,882.46	38,164.88	33,803.11	40,201.97	26,081.39	26,254.50	46,664.11	36,622.05	35,436.69	467,286 18
Rents, -	-	457.26	457.26	457.26	457.26	457.25	457.25	722.09	722.09	722.09	722.09	722.09	722.10	7,076 09
Mails, -	-	715.42	832.50	821.67	778.42	783.42	860.67	761.67	708.42	816.67	830.92	849.17	857.62	9,616 57
Interest, -	-	347.23	347.23	347.23	347.22	347.22	347.22	1,175.97	1,175.97	1,175.97	1,175.98	1,175.98	1,175.98	9,139 20
Total,	-	47,846.68	41,090.43	44,020.77	57,465.36	39,752.77	35,468.25	42,861.70	28,688.07	28,909.23	49,343.10	39,369.29	38,192.39	493,118 04

H—No. 2.

Receipts from Connecting Railroad Passengers, Monthly, for the year ending May 31, 1859.

Months.	S. Reading Branch.	Earned by Danvers R.R.	S. & Lowell via W. Junction.	S. & Lowell via Danvers R. R.	Courant, Manchester & Law.	Trustees of C. & C. R. R.	Trustees of H. C. R. R.	Newburyport via Danvers.	Contoosuck River.	B., Concord and Montreal.	Northern R. R.
June, 1858,	330 65	871 44	179 49	51 96	952 49	38 72	38 65	332 17	57 40	203 07	53 46
July,	200 57	934 02	245 40	50 16	1121 85	58 32	41 80	388 00	32 26	437 66	87 34
August,	191 82	835 05	241 84	45 15	1311 98	83 63	69 78	426 53	48 80	651 71	111 54
September,	280 90	1078 17	239 16	26 80	1212 97	58 16	56 54	405 46	60 27	408 92	102 96
October,	175 34	786 40	251 35	29 21	1078 31	38 78	31 67	359 85	44 45	247 05	75 90
November,	200 52	905 23	261 38	63 90	705 41	18 88	9 30	570 08	9 52	186 56	36 53
December,	306 96	889 14	226 00	38 12	501 97	9 24	6 60	317 16	4 24	141 93	22 44
January, 1859,	199 51	636 72	207 75	30 00	468 18	7 48	6 60	277 83	2 20	101 26	16 28
February,	179 72	609 39	198 60	31 57	438 47	8 80	3 96	296 15	4 84	118 16	25 08
March,	336 50	1072 85	254 03	52 35	565 32	14 08	4 84	383 74	3 62	148 16	24 86
April,	185 24	977 85	254 67	41 89	1026 89	40 06	24 56	405 56	20 08	220 41	69 25
May,	200 00	820 33	279 41	42 78	1100 00	50 00	30 00	398 90	25 00	275 00	75 00
Total.	2787 73	10,416 59	2839 08	503 89	10,453 84	426 15	324 30	4561 43	312 68	3139 89	700 64

Months.	Pasumpsic R. R.	Vermont Central.	Newburyport via Bradford.	Portsmouth and Concord.	Cochecho R. R.	Great Falls and Conway.	P., S. and P. (Way Tickets)	P., S. and P. ("Through.")	To and from Danvers R. R.	Total.
June, 1858,	41 36	70 18	130 45	162 84	497 50	362 66	574 16	4554 78	621 93	10,125 36
July,	72 38	59 18	118 55	253 84	1226 32	479 46	884 97	5446 70	544 06	12,682 84
August,	78 54	91 74	142 29	265 49	1455 33	652 43	1209 51	7954 81	390 45	16,258 42
September,	89 32	111 54	108 94	513 39	1084 76	557 85	943 32	7330 45	686 16	15,356 04
October,	68 20	81 18	112 86	61 08	567 12	378 63	852 77	6293 87	422 24	11,956 26
November,	62 70	56 10	85 55	59 04	555 41	348 49	740 86	5479 19	550 79	10,905 44
December,	41 36	51 48	71 71	30 54	324 49	200 32	536 91	4889 91	583 64	9,254 16
January, 1859,	32 56	43 78	61 41	28 77	308 32	209 95	474 26	4734 99	345 81	8,193 66
February,	45 32	40 04	61 58	27 93	305 68	223 08	521 29	4174 78	302 76	7,617 20
March,	45 76	61 16	91 77	9 24	425 53	364 35	701 73	5630 13	697 62	10,887 64
April,	72 25	75 30	99 62	1 98	397 37	314 08	654 33	5716 72	606 78	11,204 89
May,	80 00	85 00	114 89	-	567 92	319 46	742 70	5187 05	436 76	10,830 20
Total,	729 75	826 68	1199 62	1414 14	7715 75	4410 76	8896 81	67,393 38	6189 00	135,272 11

H—No. 3.
Receipts from Freight at each Depot and Station, Monthly, for the year ending May 31, 1859.

	1858. June.	July.	August.	Sept.	Oct.	Nov.	Dec.	1859. Jan.	Feb.	March.	April.	May.	Total.
Boston, -	9891 73	9450 00	9263 10	6849 53	7705 32	7047 41	9292 04	7169 74	7275 28	12,800 76	9307 04	9701 54	105,753 49
Malden, -	34 15	5 44	8 51	15 68	17 32	32 05	5 11	57 66	33 31	123 08	22 44	88 65	443 40
Melrose, -	164 18	459 08	9 18	139 74	198 26	254 75	31 07	8 42	148 17	161 95	48 83	172 99	1,796 62
South Reading, -	237 81	311 75	471 30	705 31	261 09	436 81	141 61	142 70	295 36	636 96	371 63	474 81	4,487 14
Reading, -	173 04	189 50	653 41	209 09	185 53	187 14	94 08	93 09	101 51	90 67	152 26	177 34	2,396 66
Ballardvale, -	119 98	123 00	173 36	465 95	194 98	145 38	126 31	160 00	177 72	414 59	196 86	219 83	2,517 96
Andover, -	390 01	386 22	1348 59	793 79	695 35	374 93	290 40	325 86	201 39	336 30	645 08	506 73	6,294 65
North Lawrence, -	2118 60	2212 62	2457 92	2497 91	2280 63	1738 53	1804 07	1900 68	1746 82	2310 01	2915 89	3335 82	27,219 50
North Andover, -	201 43	155 54	166 11	180 37	258 08	516 56	170 76	192 44	245 17	179 21	223 53	227 43	2,716 63
Bradford, -	167 05	55 77	52 88	139 01	76 68	56 99	81 35	24 21	32 59	77 16	85 74	94 33	943 76
Haverhill, -	1366 64	1387 20	1454 32	1712 27	1278 28	1672 55	1422 54	1663 16	1853 41	2033 33	1791 69	1566 89	19,202 28
Plaistow, -	228 61	178 77	134 82	128 75	139 38	147 14	111 08	74 95	115 34	128 59	386 22	223 18	1,996 83
Newton, -	181 93	138 38	150 88	100 82	140 98	132 90	119 82	106 64	147 32	141 74	177 18	165 83	1,704 42
East Kingston, -	238 25	233 42	193 56	154 22	201 38	239 62	145 59	186 24	146 09	205 60	219 49	253 94	2,417 40
Exeter, -	790 89	610 45	734 14	638 36	1011 17	655 01	842 69	686 25	651 51	994 80	936 67	722 82	9,274 76
South Newmarket, -	142 43	127 96	126 86	85 23	173 10	327 42	381 92	164 09	277 95	119 34	178 11	295 95	2,400 36
P. and C. Junction, -	203 19	216 77	196 51	205 57	202 57	267 60	139 06	151 69	107 25	179 69	155 99	127 04	2,152 93
Newmarket, -	444 71	376 20	237 48	336 93	425 59	315 99	201 94	228 08	273 24	311 36	479 14	306 97	3,937 63
Durham, -	55 31	49 34	53 22	82 97	62 60	57 78	66 99	76 49	67 62	70 39	129 54	82 55	854 80
Dover, -	907 86	693 06	830 51	954 39	875 82	955 42	1247 95	1293 78	1399 70	1447 59	1151 07	1134 38	12,891 53
Great Falls, -	753 90	813 51	860 75	794 48	844 54	726 05	736 58	733 44	685 20	613 90	755 03	812 18	9,129 56
Salmon Falls, -	410 32	366 56	504 80	433 42	615 20	401 52	445 17	276 37	261 17	314 59	230 40	247 71	4,507 23
S. B. Junction, -	268 29	269 85	279 79	193 89	493 36	275 14	223 82	130 74	149 81	289 84	237 96	254 92	3,067 41
Wilmington, -	145 45	145 21	111 54	108 31	99 30	99 35	84 70	110 31	89 28	127 18	107 64	111 80	1,340 07
Total Local, -	19,635 76	18,955 60	20,473 54	18,015 99	18,436 51	17,064 04	18,206 65	15,957 03	16,482 21	24,108 63	20,905 43	21,205 63	220,447 02
Connecting Roads, -	7,667 91	7,947 42	7,080 13	7,917 41	8,502 76	7,534 77	7,432 67	8,236 68	7,504 29	9,241 34	9,605 60	9,679 73	97,640 71
	27,303 67	26,903 02	27,553 67	25,933 40	26,939 27	24,598 81	25,639 32	24,188 71	23,986 50	33,349 97	30,511 03	30,885 36	327,087 73

Receipts from Connecting Railroad Freight, for the year ending May 31, 1859.

	Earned by Danvers R. R.	S. and Lowell via W. Junction.	Concord, Man- chester and Law.	Trustees of C. and C. R. R.	Trustees of N. H. C. R. R.	Newburyport via Danvers.	Contoocook Valley.	B., Concord and Montreal.	Northern R. R.
June, 1858,	523 16	100 62	2926 49	169 40	121 10	604 04	97 59	635 07	171 28
July,	517 23	64 56	2741 57	114 51	103 57	630 52	69 50	631 19	120 83
August,	584 13	54 40	2621 76	154 40	87 76	717 68	92 79	562 74	14 11
September,	443 03	46 31	3240 41	166 61	100 11	536 37	109 04	748 54	79 63
October,	493 46	71 19	3321 53	196 83	93 47	611 53	94 72	1110 77	223 10
November,	524 29	97 15	2522 46	205 00	130 40	589 04	105 35	888 90	8 52
December,	439 35	81 25	2862 06	210 85	118 85	534 01	116 04	800 86	8 25
January, 1859,	537 07	56 42	3785 55	126 91	63 66	715 23	68 36	652 14	8 84
February,	432 71	63 09	3076 20	128 69	88 72	561 77	85 10	686 67	8 30
March,	513 05	80 47	4287 36	151 71	151 90	659 85	200 59	761 96	8 25
April,	558 58	95 14	3759 01	305 31	176 33	690 68	122 53	1206 03	35 47
May,	568 43	96 37	3610 02	197 81	218 16	777 29	173 26	1151 29	31 33
Total,	6134 49	908 97	38,754 42	2128 03	1454 03	7628 01	1334 87	9836 16	717 91

	Pasumpsic R. R.	Vermont Central.	Portsmouth and Concord.	Cochecho R. R.	Great Falls and Conway.	P., S. and P. (Through.)	To and from Danvers R. R.	Total.
June, 1858,	82 94	401 02	145 71	882 42	523 66	35 04	248 37	7667 91
July,	36 07	360 37	133 68	791 50	551 80	102 62	217 90	7247 42
August,	7 82	476 85	116 30	796 67	511 08	43 94	235 70	7080 13
September,	265 41	503 73	83 22	814 26	513 00	85 01	182 73	7917 41
October,	35 02	450 41	131 85	836 47	458 32	154 30	199 79	8302 76
November,	32 51	363 58	28 82	1145 88	465 49	168 36	259 02	7534 77
December,	44 72	256 54	10 89	973 64	495 50	299 28	180 58	7432 67
January, 1859,	34 60	196 43	19 18	887 30	736 14	141 48	197 37	8226 68
February,	44 83	177 66	47 53	972 94	824 60	129 76	175 72	7504 29
March,	25 60	177 06	51 01	1054 64	823 02	88 42	206 45	9241 34
April,	27 33	247 20	33 07	1045 27	978 51	75 44	249 70	9605 60
May,	5 24	182 92	70 66	1218 52	1054 46	93 67	230 30	9679 73
Total,	642 09	3793 77	931 92	11,439 51	7935 58	1417 32	2583 63	97,640 71

RECAPITULATION OF TABLE H.

Local Passengers, as per H—No. 1, - - - -	\$206,559 03
Commutation Tickets, as per H—No. 1, - - - -	86,858 63
Conductors, as per H—No. 1, - - - -	38,596 41
Connecting Roads, as per H—No. 2, - - - -	135,272 11
	<hr/>
Add,	467,286 18
Miscellaneous, - - - -	397 52
Methuen Branch Rent, - - - -	2,933 33
	<hr/>
Deduct,	470,617 03
Eastern Railroad Division Account, - - - -	5,435 94
Total Passenger Earnings, - - - -	<hr/> 465,181 09
Local Freight, as per Table H—No. 3, - - - -	229,447 02
Connecting Roads, as per Table H—No. 4, - - - -	97,640 71
	<hr/>
Add,	327,087 73
Methuen Branch Rent, - - - -	5,866 67
	<hr/>
Deduct,	332,954 40
Eastern Railroad Division Acc't, 3,541 42	
Miscellaneous, - - - - 1,744 71	
	<hr/>
	5,286 13
Total Freight Earnings, - - - -	<hr/> 327,668 27
Rents, as per Table H—No. 1, - - - -	7,076 09
Mails, " " " - - - -	9,616 57
Interest, " " " - - - -	9,139 20
	<hr/>
	25,831 86
Total Earnings for year ending May 31, 1859, - - - -	<hr/> \$818,681 22

I.

Statement of Pay Rolls for month of May, 1859.

Names.			Per Month.		Per Year.
PASSENGER CONDUCTORS.					
J. W. Aborn,	-	-	\$60 00	-	\$720 00
O. Hamilton,	-	-	58 33½	-	700 00
D. Nason,	-	-	60 00	-	720 00
W. T. Plaisted,	-	-	58 33½	-	700 00
H. Smart,	-	-	60 00	-	720 00
A. Tucker,	-	-	60 00	-	720 00
J. L. Smith,	-	-	60 00	-	720 00
M. E. Wood,	-	-	60 00	-	720 00
FREIGHT CONDUCTORS.					
A. Drew,	-	-	45 00	-	540 00
B. F. Berry,	-	-	45 00	-	540 00
H. Gilman,	-	-	50 00	-	600 00
J. C. Boyden,	-	-	50 00	-	600 00
John G. Robinson,	-	-	45 00	-	540 00
Thos. Twombly,	-	-	50 00	-	600 00
ENGINEMEN.					
W. H. Emery,	-	-	50 00	-	600 00
W. P. Furnald,	-	-	65 00	-	780 00
G. G. Folsom,	-	-	65 00	-	780 00
S. S. Garland,	-	-	65 00	-	780 00
E. W. Matthews,	-	-	60 00	-	720 00
J. A. Owen,	-	-	60 00	-	720 00
T. O. Page,	-	-	65 00	-	780 00
J. C. Paul,	-	-	65 00	-	780 00
H. F. Pasho, Jr.	-	-	65 00	-	780 00
D. N. Pasho,	-	-	65 00	-	780 00
C. K. Pemberton,	-	-	65 00	-	780 00
George Poor,	-	-	65 00	-	780 00
Samuel Poor,	-	-	65 00	-	780 00
H. B. Potter,	-	-	65 00	-	780 00
J. B. Rice,	-	-	65 00	-	780 00
J. Seavey,	-	-	65 00	-	780 00
J. F. Sanborn,	-	-	60 00	-	720 00
Wm. Smith,	-	-	65 00	-	780 00
W. H. Smith,	-	-	60 00	-	720 00
R. K. Smith,	-	-	60 00	-	720 00

Names.			Per Month.	Per Year.
G. W. Stevens,	-	-	60 00	720 00
John B. Stone,	-	-	45 00	540 00
FIREMEN.				
25 men, averaging each,	-	-	34 60	
TICKET MASTERS.				
*A. W. Eaton,	Boston, (employs assistant whom he pays)		100 00	1200 00
J. Parks,	Charlestown,	-	5 00	60 00
W. D. Barnet,	Somerville,	-	35 00	420 00
J. Gowing, Jr.	Medford,	-	39 00	468 00
*†A. Sherman,	" (Park Street)	-	19 50	234 00
*†B. Morse,	Edgeworth,	-	5 00	60 00
B. R. Leavitt,	Malden,	-	45 00	540 00
†A. Lynde,	Wyoming,	-	26 00	312 00
†H. Whitney,	Melrose,	-	40 00	480 00
†G. C. Cross,	Stoneham,	-	26 00	312 00
*†N. Cowdrey,	Greenwood,	-	6 25	75 00
†J. Danforth,	Lynnfield,	-	13 00	156 00
J. McDonald,	West Danvers, (also tends signal)		22 50	270 00
†T. Cook,	Danvers Centre,	-	13 00	156 00
†J. Wilkins,	Collins Street,	-	13 00	156 00
†C. E. Wentworth,	North Danvers,	-	35 00	420 00
J. Towle,	South Reading,	-	40 00	480 00
C. Temple,	Reading,	-	50 00	600 00
†G. Slack,	Wilmington,	-	25 00	300 00
J. H. Bacheller,	W. Junction, (tends signal)		15 00	180 00
†I. O. Blunt,	Ballardvale,	-	35 00	420 00
E. S. Merrill,	Andover,	-	40 00	480 00
Jas. Clark,	South Lawrence,	-	45 00	540 00
*O. Wheeler,	North Lawrence,	-	45 00	540 00
†L. Sawyer,	North Andover,	-	40 00	480 00
†J. S. Bancroft,	Bradford,	-	35 00	420 00
J. Flanders,	Haverhill,	-	50 00	600 00
†J. Irving,	Atkinson,	-	5 00	60 00
†J. N. George,	Plaistow,	-	30 00	360 00
J. G. George,	"	-	5 00	60 00
†S. Rowell,	Newton,	-	20 00	240 00
†J. B. Morrill,	E. Kingston,	-	26 00	312 00
G. G. Smith,	Exeter,	-	40 00	480 00
†B. P. Roberts,	S. Newmarket,	-	32 50	390 00
I. M. Clark,	P. and C. Junction,	-	17 50	210 00
†*J. C. Burley,	Newmarket,	-	35 00	420 00
†A. W. Clark,	Durham.	-	40 00	480 00

Names.			Per Month.	Per Year.
W. Tredick,	Dover,	-	40 00	- 480 00
J. T. Furber,	Great Falls,	-	40 00	- 480 00
E. S. Nowell,	Salmon Falls,	-	35 00	- 420 00
C. S. Dinsmore,	S. B. Junction,	-	40 00	- 480 00

All the preceding, excepting those marked *, are also station and freight agents. Those marked † do *all* the work required at the station, including the switches. †* Also tends gates. *†* Performs all the labor required, but does not sell tickets.

TRAIN BAGGAGE MASTERS.

9 men, averaging each, - - 38 05

BRAKEMEN.

18 men, averaging each, - - 35 44

DRAW TENDERS.

2 at Boston, each, - - - 31 25

1 at Medford, - - - 30 00

GATEMEN.

3 in Boston, averaging each, - - 31 67

2 in Malden, " " - - 17 33

3 in S. Reading, " " - - 11 55

1 in Charlestown, (also tends draw and signal) 75 00

1 in Somerville, (tends two gates) - 30 00

1 in Reading, - - - 26 00

1 in Lawrence, - - - 30 00

1 in Haverhill, - - - 13 00

1 in Exeter, - - - 8 33½

SWITCHMEN.

3 in Boston, each - - - 34 17

7 in Lawrence, each - - - 26 57

1 in Medford, (Junction) - - 30 00

1 in South Reading, - - - 24 00

1 in Haverhill, - - - 32 50

1 in East Kingston, (also saws wood) 40 00

1 in Madbury, - - - 15 00

1 in Dover, - - - 30 00

1 in South Berwick, (Junction) - 26 00

WATCHMEN.

3 at Boston Passenger Station, each, - 33 00

2 at " Engine Shop, " - 35 00

3 at " Freight Houses, " - 30 00

1 at " (Island,) - - - 25 00

1 at Reading, - - - 30 00

Names.	Per Month.	Per Year.
4 at Lawrence, each, - - -	30 00	
1 at Haverhill, - - -	30 00	
2 at Great Falls, each, - - -	30 00	
1 at S. B. Junction, - - -	30 00	
ENGINE SHOP.		
36 men, each, (including N. G. Paul's salary of \$1500 per annum,) - -	42 46	
CAR SHOP.		
36 men, each, (including M. C. Andrews' salary of \$1000 per annum,) -	36 96	
REPAIRS OF ROAD.		
N. Whittier, Bridge Inspector, &c. -	75 00	- 900 00
E. A. Smith, Roadmaster, - -	75 00	- 900 00
J. Bailey, " - -	60 00	- 720 00
151 men, averaging each, - -	29 42	
BOSTON PASSENGER STATION AND CAR HOUSE.		
C. E. Hall, Transportation Master, -	83 33½	- 1000 00
E. Weymouth, Assistant, - -	50 00	- 600 00
A. Currier, Baggage Master, - -	50 00	- 600 00
W. Knights, " " - -	35 00	- 420 00
1 Assistant Conductor, - -	40 00	- 480 00
10 Laborers, averaging each, - -	31 00	
BOSTON FREIGHT HOUSES.		
W. J. Merriam, Freight Agent, -	125 00	- 1500 00
J. B. Gillett, Book-keeper, - -	91 67	- 1100 00
M. Patee, Freight Cashier, - -	66 66⅔	- 800 00
A. Caldwell, " " - -	60 00	- 720 00
3 Freight Clerks, each, - -	50 00	
3 Loading and Discharging Agents, each,	45 00	
10 Receiving and Delivering " "	33 75	
38 Laborers, each, - - -	31 00	
GREENWOOD STATION.		
1 Signal Man, - - -	26 00	- 312 00
READING STATION.		
1 Switchman, - - -	30 00	- 360 00
2 Laborers, each, - - -	27 00	
These men load and unload all freight, saw wood, pump water, and clean cars.		
ANDOVER STATION.		
1 Freight Clerk, - - -	35 00	- 420 00
1 Baggage Master, - - -	30 00	- 360 00

Names.		Per Month.		Per Year.
LAWRENCE STATION.				
L. P. Wright, Station Agent,	-	66 66 $\frac{3}{4}$	-	800 00
D. Hardy, Freight Agent,	-	60 00	-	720 00
1 Freight Clerk,	-	27 00	-	324 00
1 " "	-	30 00	-	360 00
2 Baggage Masters, each,	-	31 50		
10 Laborers, each,	-	28 59		
HAVERHILL STATION.				
2 Laborers, each,	-	32 50		
1 Telegraph Agent,	-	8 67		
EXETER STATION.				
3 Laborers, each,	-	32 00		
NEWMARKET STATION.				
1 Laborer, (sawing wood,)	-	26 00	-	312 00
DOVER STATION.				
2 Laborers, each,	-	30 00	-	720 00
1 Police Agent,	-	10 00	-	120 00
SOMERSWORTH STATION.				
1 Station Agent and Switchman,	-	40 00	-	480 00
GREAT FALLS STATION.				
2 Blacksmiths, each,	-	44 00		
3 Laborers, each,	-	29 00		
SALMON FALLS STATION.				
1 Assistant,	-	15 00	-	180 00
S. B. JUNCTION STATION.				
2 men, sawing and loading wood, &c., each,		26 00		
NORTH DANVERS STATION.				
1 Signal man,	-	19 50		
3 Men, each, (part paid by N. R. R.)	-	25 67		
MISCELLANEOUS—BOSTON.				
A. Perkins, Wood Agent,	-	83 33 $\frac{1}{4}$	-	1000 00
31 Men, averaging each,		28 70		
These men saw and pile wood, &c.				
N. B.—In addition to the above, a Grade Train, employing about 30 men, is run upon the Road, for two or three months during the year.				
F. Cogswell, President,	-		-	3000 00
Wm. Merritt, Superintendent,	-		-	2500 00
H. B. Wilbur, Treasurer,	-		-	2500 00
2 Treasurer's Clerks,	-		-	1000 00
3 Ticket Clerks,	-		-	2050 00
Total number of men, 568.				

J.

Statement of Free Passages, from June 1, 1858, to June 1, 1859.

	1858. June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	1859. Jan.	Feb.	March.	April.	May.	Total.
Officers and Directors B. & M. Road, and families, - - -	75	66	76	68	46	50	61	32	55	39	48	42	658
Officers, Directors and others, on ac- count Connecting Roads, - -	300	176	203	182	149	165	197	224	222	235	261	194	2508
Contract, - - -	66	63	49	50	27	43	46	37	54	54	78	35	602
Complimentary, - - -	57	109	147	64	89	37	61	38	72	77	44	73	808
Charity, - - -	13	9	23	26	4	5	12	10	12	7	6	6	133
Total, - - -	511	423	498	390	315	300	377	341	415	412	437	350	4769

K.

Accidents on the Boston and Maine Railroad, during the year ending May 31, 1859.

July 5, 1858.—Joseph Gibben, of Stoneham, jumped from the train while in motion. He was taken to the hospital where one foot was amputated.

Aug. 12.—Henry Robinson, while walking on the track, was instantly killed.

Aug. 30.—Elliot K. Wheelock, a boy, in attempting to get on a freight train while in motion, had his leg badly crushed.

Sept. 6.—Edward Griffin was killed by jumping from a train in motion.

Dec. 3.—Thomas Barry, by jumping off a train in motion, was killed.

Feb. 12, 1859.—James Fitzgerald, while intoxicated, stepped before a train in motion and was killed.

March 11.—Mrs. Plummer, an insane person, while walking on the track, was instantly killed.

March 16.—George Somers, Jr., while passing before a locomotive in motion, was killed.

In neither of the above accidents has any blame been attached to the Road.

L.

*Estimate of Earnings and Expenses of Medford Branch, for
the year ending May 31, 1859.*

EARNINGS.

Passengers,	-	-	-	-	-	-	\$7,805 31
Freight,	-	-	-	-	-	-	1,218 96
Rents, -	-	-	-	-	-	-	575 00
Mails, -	-	-	-	-	-	-	85 72
							<hr/> \$9,684 99

EXPENSES.

8451 miles run, at 60 cents,	-	-	-	-	-	5,070 60
Net,	-	-	-	-	-	<hr/> 4,614 39
Cost of Branch,	-	-	-	-	\$63,350 79	

The Earnings above are the proportion belonging to the Branch, according to its length. The Expense per mile run is considered a fair estimate. The business of the Branch is done so much in connection with the business of the main road, that separate accounts cannot be kept.

M.

Boston, June 14th, 1859.

Messrs. Kittredge, Homer, and Saltonstall,
Com. on Accounts, Boston and Maine Railroad—

GENTLEMEN: In accordance with your instructions, I have made a thorough examination of the books of your Treasurer, from June 1st, 1858, to May 31st, 1859, inclusive, up to which time they had been examined by me, as per my Report of June 14th, 1858. I now beg leave to report—

That I have carefully examined all the entries on the Debit side (or receipts) of his cash, and have proved their correctness, by examining and checking all the pass-books of the ticket-masters, depot agents and conductors, and the different monthly reports of the freight agents, &c., and I find them all correctly entered and duly vouched.

I have examined all the entries of the Credit side (or disbursements) of his cash, and for each item I find a proper voucher. All payments made by the Treasurer are approved by the President, or a committee of the Directors duly appointed, except the payment for balances due connecting roads; these are not so approved, and have not been for the past three years, but I have tested their correctness by comparing them with the accounts of the Superintendent and Freight Agent, and I find them in all cases correctly cast and properly vouched.

All cash loans made by the Treasurer have been approved by a majority of the Finance Committee in writing. I have examined all the extensions and footings of his cash books, and the footings of all pay rolls, bills, &c., and computed all items of interest.

The gross amount of cash received by the Treasurer, (including the balance on hand June 1, 1858,) from June 1, 1858, to May 31st, 1859, inclusive, as per his cash book, amounts to the sum of

-	-	-	\$1,133,239 24
Disbursements for the same time,	-	-	- 1,102,605 36
Balance on hand, June 1, 1859,	-	-	- \$30,633 88

I have examined all the transfers of stock which were made from June 1st, 1858, to May 31st, 1859, inclusive, carefully comparing them with the old certificates surrendered, and powers of attorney on file, and likewise examined all the postings from the transfer book to the stock ledger, all of which are correct.

I have taken off a balance of the stock ledger, which shows to the credit of 3338 different individuals, firms and corporations, the amount of forty-one thousand five hundred and fifty-seven shares, (41,557), being a decrease of 23 proprietors from the previous year.

The previous accounts include all on the ledger connected with which are any bonds, notes, or stocks; and all the bonds, notes, stocks, bank bills and specie previously named have all and each of them been examined by me, and are in the possession of the Treasurer, with the exception of two notes previously noted as in the hands of C. P. Judd, Esq., and D. Hardy, for collection.

The Treasurer has given me every facility and explanation needed during my examination, in order to carry out your wishes and instructions. I am happy to add, I have not found a single error for the last year.

Your obedient servant,

J. FRANCIS KIMBALL.

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N.

BOSTON, July 29th, 1859.

To the President of the
Boston and Maine Railroad:

Sir,—

In accordance with your instructions, I have made a monthly examination of the Treasurer's accounts, for the year ending May 31st, 1859.

I have carefully compared the payments made by him, and to him, with his vouchers therefor, and have found the same to agree with the amounts entered; have found them properly certified and approved, the whole correctly computed, and showing a balance to the Treasurer's debit, on the first day of June, 1859, of \$30,633 88.

Very respectfully,

J. S. EATON.

RECEIVED
JULY 30 1859
TREASURER'S DEPT.

BOSTON AND MAINE RAILROAD.

The Annual Meeting of the Stockholders of the Boston and Maine Railroad will be held at LAWRENCE, in the City Hall, on WEDNESDAY, the fourteenth day of September next, at Ten o'clock, A. M., to act upon the following subjects, viz.:

1. The Report of the Directors.
2. The Choice of Directors.
3. In reference to taking a lease of, or making any other contract with, any connecting railroad or railroads.
4. To transact any other business that may be brought before them.

By order of the Directors,

JAMES C. MERRILL, *Clerk.*

Boston, August 17, 1859.

